AUTOMATIC TRANSMISSION TOOLS

For the SERVICE and ADJUSTMENT OF

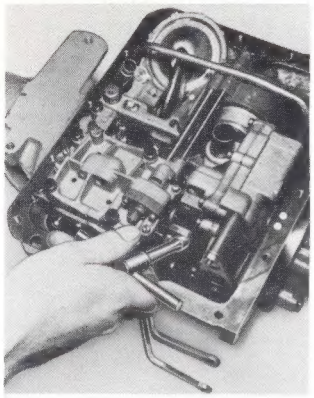
Hydramatic - Dynaflow
Fordomatic - Mercomatic
Powerglide - Powerflite

Tool Number	Description	Page
AT-3	Oil Pressure Gauge	11
AT-5	Hydramatic Universal throttle Arm Bending tool	9
AT-6	Power Glide Hexagon Adaptor	10
AT-7	Throttle Valve stop Bending tool	2
AT-8	Tru-Arc #2 Pliers	6
AT-20	Rear Servo Gauge	6
AT-21	Hydramatic Universal Throttle Arm Gauge	9
AT-22	Throttle Lever Protractor Gauge	2
AT-23	1954 Ford Linkage Gauge	2
AT-24	1951-53 Ford Linkage Gauge	2
AT-25	Ford Gage Block	3
AT-50	Hydramatic Adjusting Tool	5
AT-51	Dynaflow & Powerglide Ext. Adj. Tool	10
AT-52	Ford Rear Band Adj. Tool	3
AT-53	Ford Front Band Adj. Tool	3
AT-54	Front Servo Adj. Tool	6
AT-55	Powerflite reverse Band Adj. Tool	11
AT-56	Powerflite Kickdown Adj. Tool	11
AT-60	Internal Snap Ring Pliers	8
AT-61	External Snap Ring Pliers	8
AT-70	Hydramatic Throttle Linkage Pin	11
AT-71	Fort Throttle Linkage Pin	3
AT-76	Clutch Spring Compressor	7
AT-77	Front & Rear Clutch Tester	7
*AT-78	Dial Indicator (In Metal Container)	4
AT-79	Dial Indicator Extension Rod	5
AT-80	Ford Dial Indicator Rod	4
AT-81	Rear Servo Spring Compressor	8
AT-82	Mainshaft Snap Ring Remover	8
AT-83	Oil Delivery Sleeve Compressor	8
*AT-84	Small Seal Puller	7
AT-90	Seal Driver Set	4
AT-91	Powerglide Bushing Remover & Installer Set	12
AT-92	Dynaflow Bushing Installer & Remover Set	12
AT-93	Hydramatic Bushing Driver Set	9
AT-94	Fordomatic—Mercomatic Bushing Remover and Installer set	12

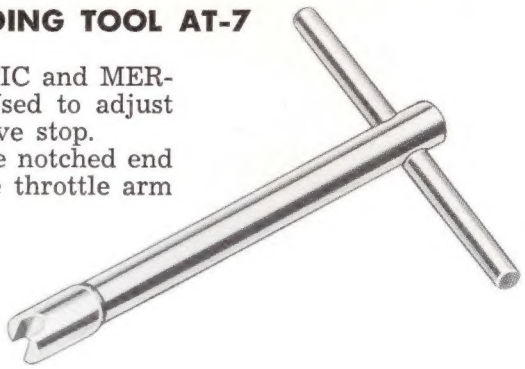
** Used for serving more than one model of Automatic Transmission*

Herbrand Tools
FREMONT, OHIO

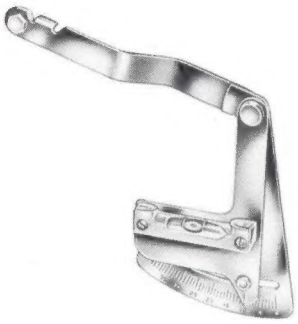
Catalog No. AT-4000



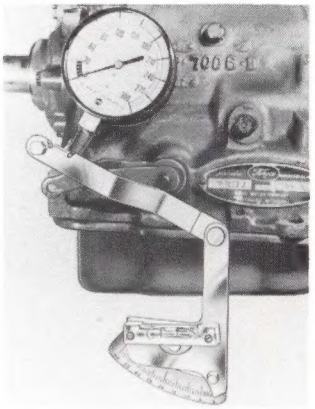
THROTTLE VALVE STOP BENDING TOOL AT-7



For all 1951-58 FORDOMATIC and MERCOMATIC transmissions. Used to adjust 0 setting of the throttle valve stop.
INSTRUCTIONS: Install the notched end of the bending tool over the throttle arm stop as illustrated.

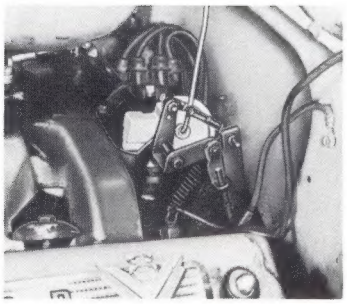


THROTTLE LEVER PROTRACTOR GAUGE AT-22

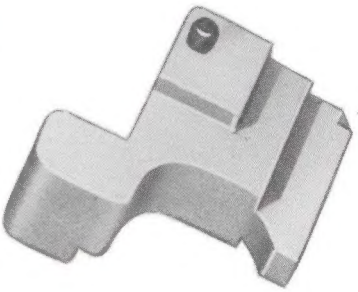


For all 1951-56 FORDOMATIC and MERCOMATIC transmissions. Used to check oil pressures in relation to angular movement of the throttle lever shaft as specified by the manufacturer.
INSTRUCTIONS: Secure protractor gauge to the throttle lever as illustrated. While holding throttle lever up against the internal stop, position protractor gauge at 0 setting. Adjust level so that bubble is centered. Angular movement of the throttle lever will cause protractor bubble to move.
Adjustment of the protractor to center bubble will indicate movement in degrees of the throttle lever.

THROTTLE LINKAGE GAUGE AT-23

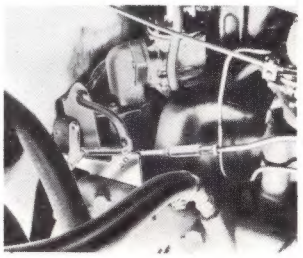


For 1954 FORDOMATIC transmissions. Used to position throttle linkage for accurate adjustment.
INSTRUCTIONS: For passenger car adjustment, position gauge block on linkage as illustrated with the gauge pin inserted through the hole provided in the throttle linkage.
For truck adjustment, the position of the gauge block is reversed so that the other pin is used.



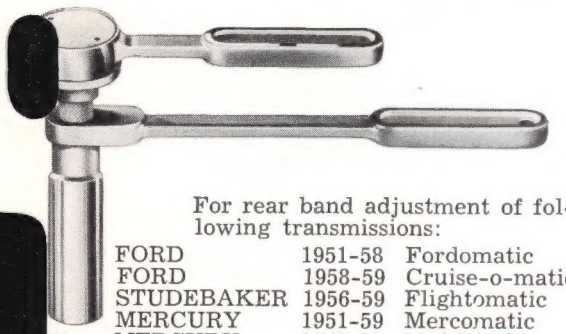
THROTTLE LINKAGE GAUGE AT-24

For 1951-52-53 FORDOMATIC transmissions. Used to position throttle linkage for accurate adjustment.
INSTRUCTIONS: Place the adjusting tool on the end of the carburetor to "Z" bar rod. Tool must rest on the clean finished surface of the cylinder block as illustrated. While holding the rod at the bottom of slot of the adjusting tool, loosen the lock nut on adjusting bolt. Turn the bolt until the leg of the tool just touches the accelerator shaft. Tighten the lock nut.
Loosen the lock nut on the carburetor to "Z" bar rod. Turn the barrel of the rod until the idle adjustment screw just touches the stop while the rod is held at the bottom of the tool slot. Tighten lock nut.



FORDOMATIC – MERCOMATIC

REAR BAND ADJUSTING TOOL AT-52



For rear band adjustment of following transmissions:

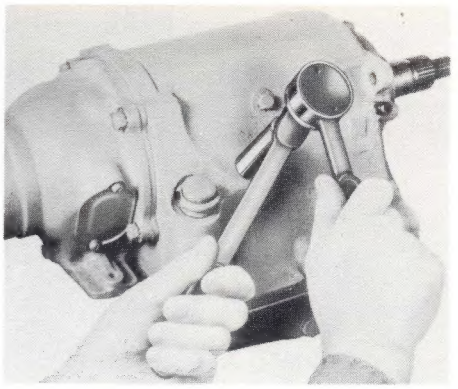
FORD	1951-58	Fordomatic
FORD	1958-59	Cruise-o-matic
STUDEBAKER	1956-59	Flightomatic
MERCURY	1951-59	Mercomatic
MERCURY	1958-59	Multi-Drive
LINCOLN	1955-59	Turbodrive
NASH & RAMBLER	1957-59	Flashomatic

INSTRUCTIONS

Remove floormat and floorboard access cover, exposing right side of transmission. Insert Rear Band Adjusting Tool in floorboard access hole, placing outer Socket over adjusting-screw lock nut and engaging adjusting screw by turning Torque Wrench handle (Fig. 2).

After loosening adjusting-screw lock nut, loosen adjusting screw until it turns freely. Then tighten adjusting screws until friction clutch of Torque Wrench slips.

Now loosen adjusting screw exactly 1½ turns. Holding adjusting screw stationary, tighten adjusting-screw lock nut.



Replace floorboard access cover and floormat.

FRONT BAND ADJUSTING TOOL AT-53

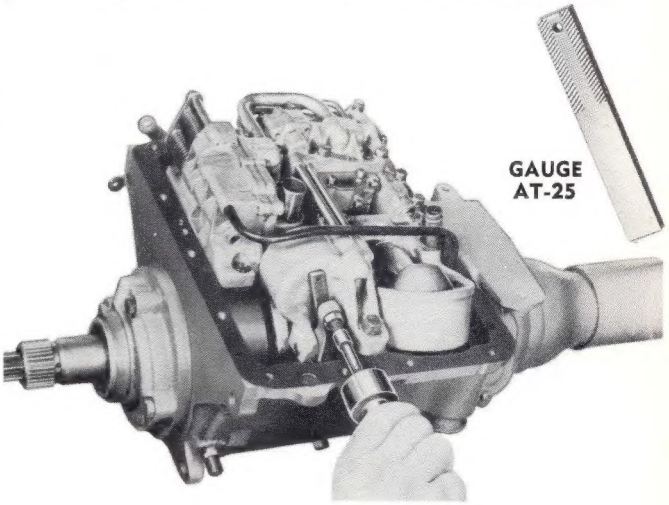
For front band adjustments on same models as AT-52. Herbrand Gauge AT-25 should be used with the Front Band Adjusting Tool.

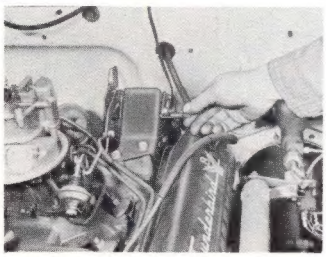
INSTRUCTIONS: Drain transmission fluid. Remove transmission oil pan and fluid screen.

Using $\frac{9}{16}$" Wrench, loosen front Servo adjusting screw lock nut two complete turns, then loosen adjusting screw five complete turns using the Front Band Adjusting Tool. Pull back on actuating rod and insert ¼" gauge-block of Adjusting Tool between adjusting screw and Servo piston stem (Fig. 1). Tighten adjusting screw until friction clutch of Torque Screw Driver slips.

Now loosen adjusting screw exactly one complete turn. Holding adjusting screw stationary, tighten lock nut. Remove gauge-block.

Replace fluid screen and transmission oil pan, using new gasket. Replace drain plug. Re-fill transmission with fluid.



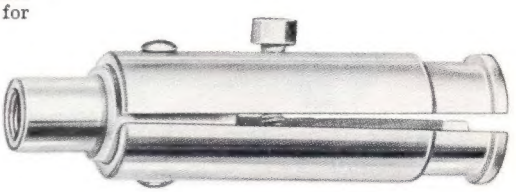


THROTTLE LINKAGE CONTROL PIN AT-71

For 1955-57 FORDOMATIC and 1954-57 MERCOMATIC transmissions. Used to position throttle linkage for accurate adjustment.

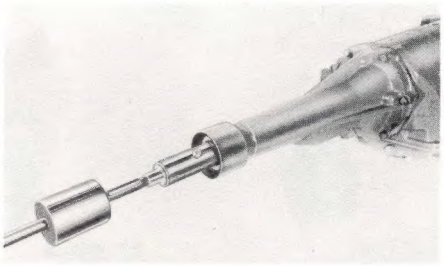
INSTRUCTIONS: Install pin through the indexing holes as shown in illustration to lock linkage in position for adjustment.

☆ SEAL PULLER AT-84



For all 1951-59 FORDOMATIC and MERCOMATIC transmissions. Also used for all 1946-55 HYDRAMATIC transmissions except Cadillac, Lincoln, and 1952-55 Oldsmobile. Used in conjunction with slide hammer, the Seal Puller permits quick removal of the rear bearing retainer oil seal. May be used with transmission in or out of vehicle.

TO REMOVE OIL SEAL: Back off spreader bolt, allowing Seal Puller leaves to close. Insert Puller around transmission output shaft and into rear bearing retainer oil seal as shown in illustration. Tighten spreader bolt, opening Puller leaves until flanges lock securely into oil seal, and install slide hammer shaft on threaded Puller hub. A few sharp blows of slide hammer will then extract oil seal from housing.



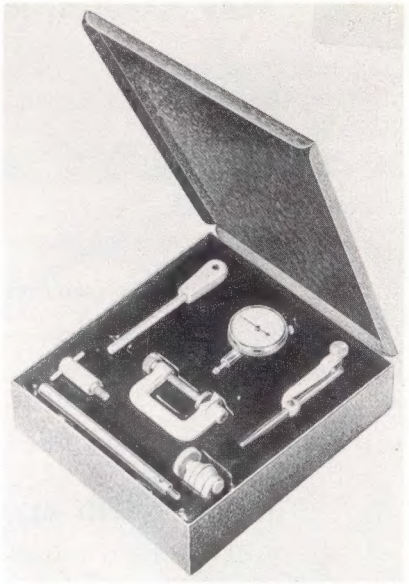
SLIDE HAMMER ONLY

Use Herbrand Slide Hammer number 866T (includes 866S and 866H) with AT-84 Seal Puller.

TOOLS FOR ALL AUTOMATIC TRANSMISSIONS

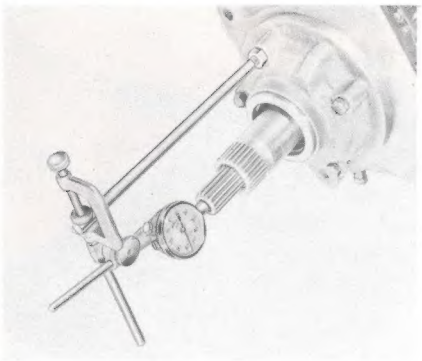
DIAL INDICATOR AT-78

For all automatic transmissions. This handy Gauge is useful for many service operations on automatic transmissions, as well as during repair of engines, differentials, standard transmissions, clutches, etc., in accordance with car manufacturers' instructions.



Set Comes Complete In Metal Box

DIAL INDICATOR EXTENSION ROD AT-80



For all 1951-59 FORDOMATIC transmissions. Remove front pump attaching bolt and install Dial Indicator extension rod to support Dial Indicator for checking end clearance.

6 in 1 SEAL DRIVER SET AT-90

AT-90-1
Front Pump Seal Driver

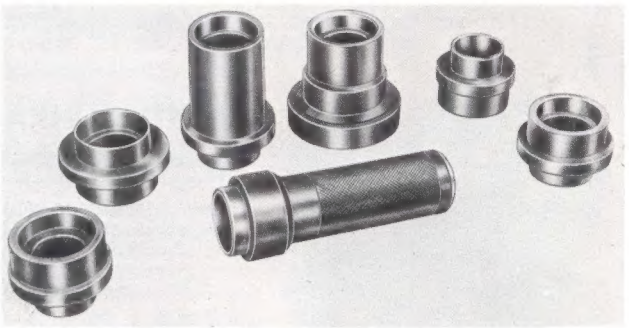
For use on all Dynaflow Automatic Transmissions through 1955.

AT-90-2
Front Pump Seal Driver

For use on all Powerglide Automatic Transmissions through 1955.

Seal Driver Set Complete AT-90

For Hydramatic, Dynaflow, Powerglide, Fordomatic and Mercomatic transmissions. Also all Seal Drivers can be used on other cars as listed. The rugged, top quality alloy steel Seal Driver Set, with rustproof Black Oxide finish, provides the right combination for installing both front and rear oil seals FAST and EASY. Permits installation of seals without removing pumps from transmissions. Proper fit prevents the seal distortion that causes oil leakage



Set Comes Complete In Metal Box

AT-90	1 Set	AT-90-4	1 ea.
AT-90-1	1 ea.	AT-90-5	1 ea.
AT-90-2	1 ea.	AT-90-6	1 ea.
AT-90-3	1 ea.	AT-90-7	1 ea.

AT-90-7
Adapter Driver

For driving all Adapters in Seal Driver Set AT-90.

AT-90-3
Output Shaft Seal Driver

Cadillac:	1946-1955
Lincoln:	1949-1955
Oldsmobile:	1952-1955

AT-90-4
Output Shaft Seal Driver

Ford:	1950-1959
Mercury:	1951-1958
Oldsmobile:	1940-1942
Oldsmobile:	1946-51

AT-90-5
Front Pump Seal Driver

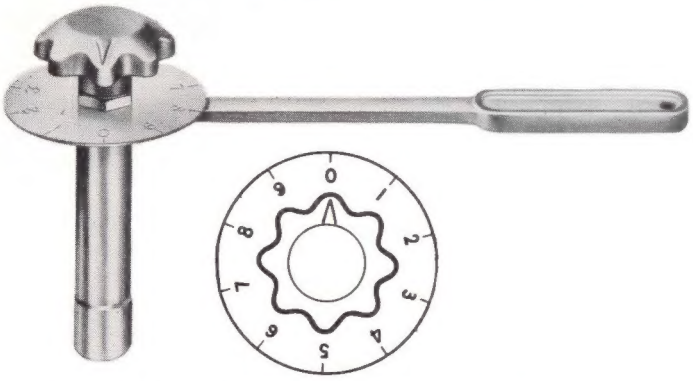
For use on all Fordomatic and Mercomatic Transmissions through 1959.

Pontiac:	1948-55
Nash-Hudson:	1950-55
1953-59	Powerglide
1955-59	Dynaflow

AT-90-6
Front Pump Seal Driver

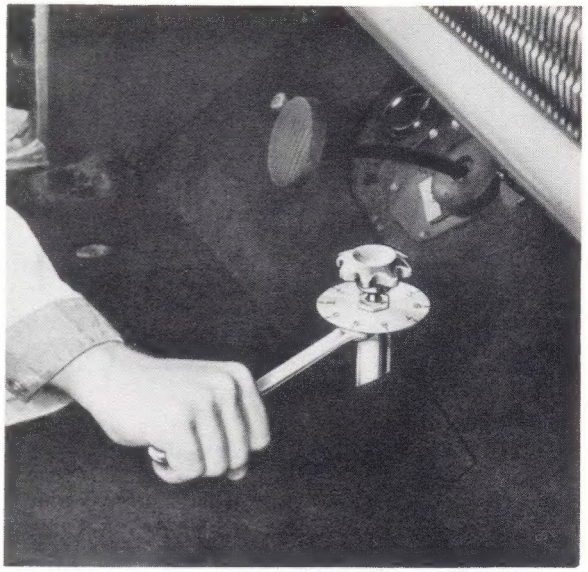
For use on all Hydramatic Transmissions from 1946 through 1955.

HYDRAMATIC BAND ADJUSTING TOOL AT-50



USED ON FOLLOWING CARS: 1946-55

OLDSMOBILE	PONTIAC	NASH	KAISER
CADILLAC	LINCOLN	HUDSON	FRAZER



Especially designed for external adjustment of front and rear bands on Hydramatic transmissions, this useful Tool does not require removal of transmission oil pan. Rugged construction assures years of trouble-free service. Sturdy, forged handle with comfortable, hand-hugging grip. Finger-grip Adjustment Knob with pointer, and heavy-gauge metal Indicator Dial numbered to show tenths of a turn. Wrench End consists of two sockets—Inner Socket with two flat sides to provide sure grip on band-adjusting screw —Outer, 12-point Socket for adjusting screw lock nut.

INSTRUCTIONS FOR USE OF
HYDRAMATIC ADJUSTING TOOL AT-50

Before adjusting either front or rear band, set car hand brake, then chock wheels, making certain car does not move during adjustment.

To expose floorboard access cover over band-adjusting screws, remove accelerator pedal and lift floor mat on left (driver's) side. Remove access cover. Start engine. Run until normal operating temperature is reached.

Connect electrical Herbrand Tachometer. HT-410 or Herbrand Dwell-Tach HT-864.

For car models up to and including 1951, place Shift Lever in Low Range. For 1952 and later models, place Shift Lever in Drive Range.

Adjust carburetor idle screw until tachometer reads 700 RPM. (For an accurate setting, use special Herbrand Carburetor Adjusting Tool C-550 with the Herbrand Tachometer HT-410.)

ADJUSTMENT OF FRONT BAND

1. Insert Wrench End of Band Adjusting Tool in floorboard access hole as illustrated. Place Outer Socket over adjusting screw lock nut. Engage adjusting screw by slowly rotating finger-grip Adjustment Knob until Inner Socket is seated.
2. Holding Adjustment Knob stationary, loosen lock nut by turning Wrench Handle in counter-clockwise direction.
3. Turn Adjustment Knob slowly in counter-clockwise direction, loosening adjusting screw, until engine speed reaches 900-1000 RPM.
4. Reduce engine speed to exactly 700 RPM by slowly retightening adjusting screw. Observe tachometer for 30 seconds. If tachometer reading creeps up beyond 700 RPM, tighten adjusting screw 1/10 of a turn (one marking on Indicator Dial) and again observe tachometer. Continue this process until tachometer reading remains at 700 RPM for 30 seconds.
5. Without turning Wrench Handle or Adjustment Knob, rotate Indicator Dial until Zero mark is directly under arrow pointer. See line drawing above.
6. For car models up to and including 1951, hold Wrench Handle stationary and tighten adjusting screw 6½ turns by rotating Adjustment Knob in a clockwise direction. For 1952 and later models, tighten adjusting screw 7-7/10 turns.
7. Holding Adjustment Knob stationary, tighten lock nut.

ADJUSTMENT OF REAR BAND

1. Repeat operations 1 through 5, as in front-band adjustment procedure.
2. Place Shift Lever in Neutral position.
3. Hold Wrench Handle stationary and tighten adjusting screw 2 turns by rotating Adjustment Knob in a clockwise direction.
4. Holding Adjustment Knob stationary, tighten lock nut.
5. Re-adjust carburetor for proper engine-idling speed.

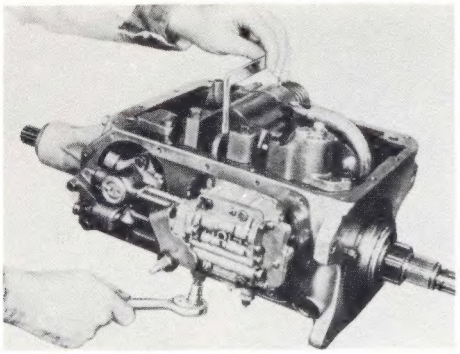
LINKAGE PINS AT-70

For most HYDRAMATIC transmissions. These precision ground Pins are used as specified by car manufacturers for adjustment of external throttle linkage.

DIAL INDICATOR EXTENSION ROD AT-79

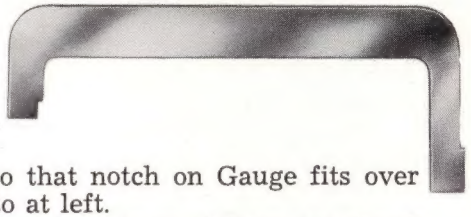
For all 1946-55 HYDRA-MATIC transmissions. Steel Extension Rod screws into transmission case, supports Dial Indicator or Gauge for checking mainshaft end clearance.

HYDRAMATIC – AUTOMATIC TRANSMISSION PLIERS



For all 1946-55 Hydramatic transmissions

HYDRAMATIC REAR BAND ADJUSTMENT GAUGE AT-20



INSTRUCTIONS

Drain oil from transmission and drop lower oil pan.

After loosening lock nut, loosen rear-band adjusting screw 3 complete turns.

Place Gauge over rear Servo so that notch on Gauge fits over end of Servo housing. See photo at left.

Making certain that band is centered on drum, tighten rear-band adjusting screw until Servo lever makes contact with end of Gauge. Holding band-adjusting screw stationary, tighten lock nut. For internal adjustment of rear bands (oil pan removed), this snap-type Gauge assures accurate adjustment meeting manufacturers' specifications.

HYDRAMATIC FRONT BAND ADJUSTING TOOL AT-54

1946-55 Hydramatic Transmissions

This accurate Tool is designed for internal adjustment (transmission oil pan removed) of front bands on Hydramatic transmissions. Essential for transmission overhauls, the Tool may be used while Hydramatic unit is in the car or on the bench. Combines ruggedness and precision. Sliding gib assures accurate adjustment.

With thumb and forefinger, screw in hex nut on Adjusting Tool until plunger touches front Servo piston. With a 9/16" openend wrench, tighten hex nut 5 additional turns.

Making certain that band is centered on drum, tighten front band adjusting screw until Adjusting-Tool Gib is free to slide under light finger pressure.

Holding band-adjusting screw stationary, tighten lock nut.

INSTRUCTIONS

Drain oil from transmission and drop lower oil pan. Remove ⅛" pipe plug from front Servo (Fig. 1).

After loosening lock nut, loosen front-band adjusting screw 5 complete turns. Screw Band Adjusting Tool into ⅛" pipe recess, finger tight (Fig. 2).

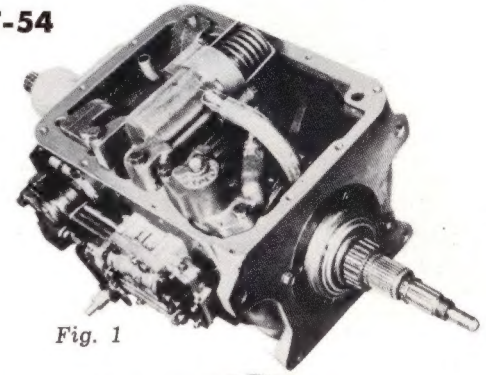


Fig. 1

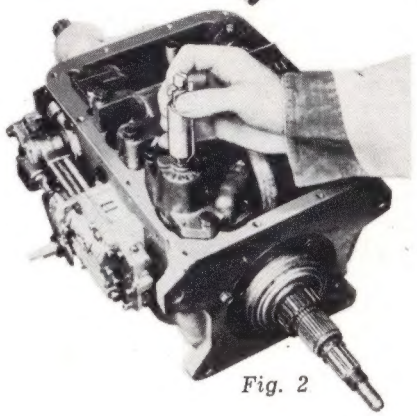
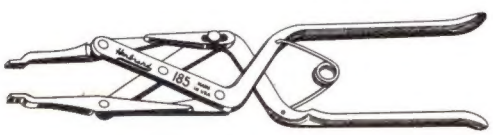


Fig. 2

AUTOMATIC TRANSMISSION PLIERS TRU-ARC PLIERS NO. 2

Use to remove and replace Tru-Arc snap rings on 1956-59 Cadillac, Olds, Pontiac and Nash. Also useful when repairing power steering and wherever Tru-arc rings are used.



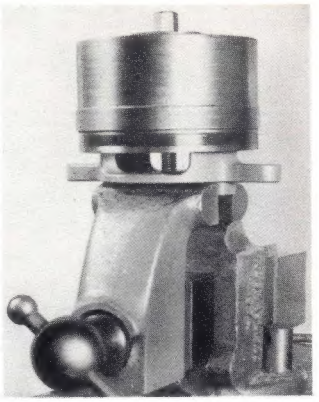
HERBRAND 185 SNAP RING PLIER

Length 10"; weight per 10—5 10/16 lbs. (New design allows larger spread of Jaws to 1⅛"). Plier shape provides maximum working clearance—strong thin nibs have square dimple to hold lock ring. Smooth parallel action.

HERBRAND 186 LOCK RING PLIER

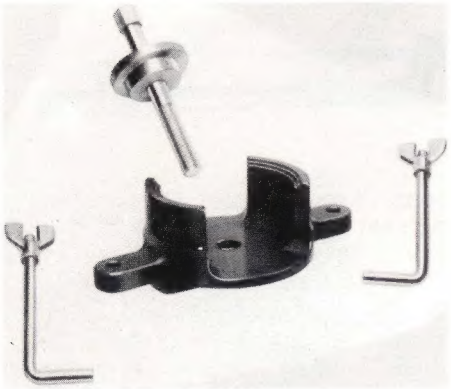
Length 7⅝"; weight per 10—4 lbs. (Designed to spread snap rings of all types used on brakes, transmissions, etc. Nose deeply serrated for firm grip. Tempered alloy steel with wide comfortable handles. Chrome plated)

MULTI-PURPOSE CLUTCH SPRING COMPRESSOR AT-76



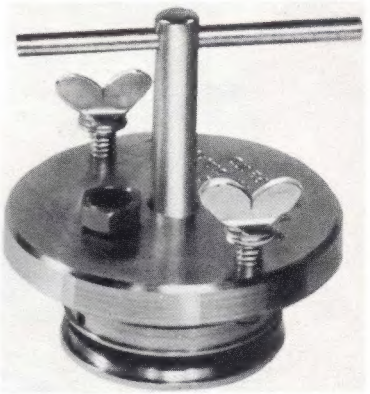
For HYDRA-MATIC transmissions. Eliminates press, simplifies removal and replacement of front and rear Clutch Cover Snap Rings (all 1946-56 HYDRA-MATIC transmissions) and Reverse Cone Clutch Piston Retainer (all 1951-56 HYDRA-MATIC transmissions).

To remove Clutch Cover Snap Rings: Place Spring Compressor in vise, position Clutch assembly on Compressor body, and assemble adapter and draw bolt as shown at left. Tighten draw bolt, compressing clutch springs until enough clearance is obtained to permit removal of snap ring. Using screw driver, pry out snap ring, then loosen draw bolt and remove Clutch assembly from Compressor. Snap ring may be re-installed easily by reversing this procedure.



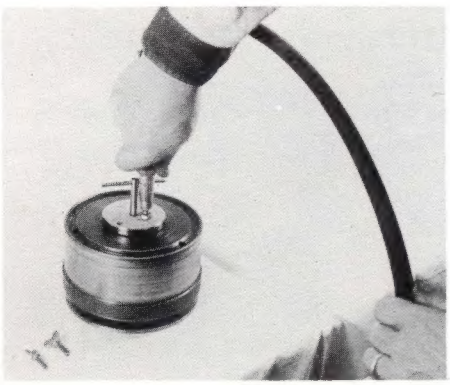
To Remove Reverse Cone Clutch Piston Retainer: Place Rear Bearing Retainer Housing on work bench, piston up. Assemble Compressor to Housing assembly as shown at left. Be certain that Compressor body is centered on spring retainer washer. Tighten wing nuts evenly, compressing Reverse Cone Clutch release springs until enough clearance is obtained to permit removal of snap ring. Remove snap ring as shown, loosen wing nuts and remove Compressor. Re-install Retainer by reversing this procedure.

FRONT & REAR CLUTCH TESTER AT-77

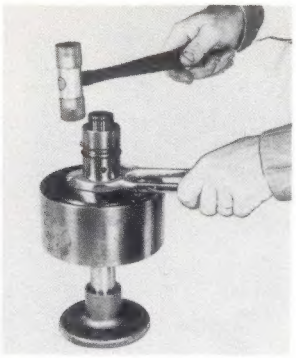


For all 1946-56 HYDRA-MATIC and all 1950-59 Powerglide transmissions. Tests for leaks in Annular Piston Seals before front and rear Planetary units are placed in Transmission case.

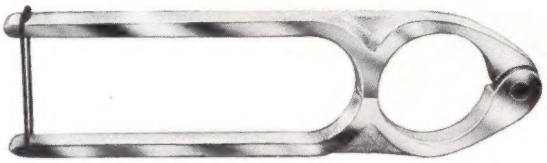
TO TEST ANNULAR PISTON SEALS: Place assembled front or rear Clutch on bench, clutch cover up, as shown at left. Remove wing nuts from Tester and back off Tee-handle 1½ turns (counter clockwise), allowing lower seal ring of Tester to contract. Lubricate both Tester seal rings, insert Tester in clutch cover, and press firmly downward until shoulder of Tester rests on clutch cover. Tighten Tee-handle (clockwise), expanding lower Tester seal ring. Apply air pressure to Tester air fitting. Air leakage indicates annular piston seals are faulty or improperly installed. However, in the case of some commercial transmissions and others which use a cast iron ring in place of the Neoprene seal, there is a .006″ ring gap which will permit some air to escape from the clutch drum.



NOTE: It is also possible to check operation of annular piston and clutch discs by applying air pressure while clutch assembly is turned on side. If annular piston is properly installed and working, it will move forward slightly under air pressure, compressing clutch discs. TO REMOVE TESTER: Back off Tee-handle 1½ turns, freeing lower Tester seal. Insert and tighten wing nuts until Tester is forced out of clutch cover. POWERGLIDE—Clutch Tester may be used in similar manner to test POWERGLIDE piston seals.

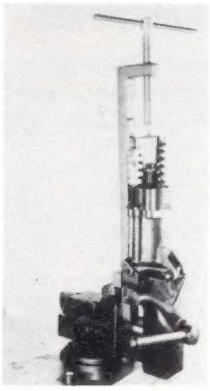


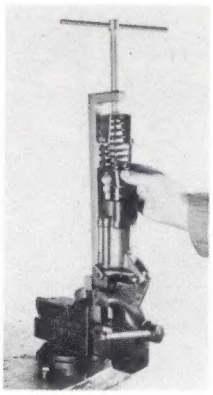
OIL DELIVERY SLEEVE RING COMPRESSOR AT-83



For all 1946-55 HYDRA-MATIC transmissions. Used as shown in illustration, Compressor prevents breakage of lower oil seal rings when installing oil delivery sleeve into front clutch unit. Compressor is used in a similar manner to prevent breakage when rear clutch unit is assembled over upper oil delivery sleeve rings.

REAR SERVO SPRING COMPRESSOR AT-81





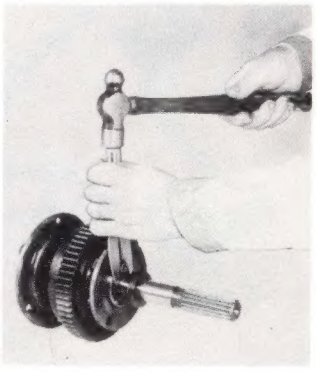
For all 1946-55 HYDRA-MATIC transmissions. This compact Compressor facilitates assembly and disassembly of the rear Servo. Releases Spring tension safely during disassembly, compresses spring during assembly. Eliminates press, prevents ring breakage, saves time and trouble.

TO DISASSSEMBLE REAR SERVO: Place Compressor in vise and, using rear Servo attaching bolts, fasten Servo to frame of Compressor as shown in upper illustration. Turn Compressor Tee-handle until compressor screw rests against Servo spring retainer. Using a ½″ open end wrench, loosen both 5/16″ spring retainer bolts. Back off Compressor screw, slowly relieving tension of apply spring, until Servo can be removed from Compressor frame.

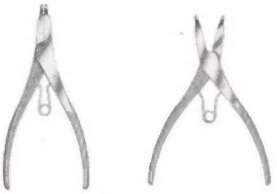
TO ASSEMBLE REAR SERVO: Secure partially assembled Servo to Compressor frame as shown in upper illustration. Turn Compressor screw until spring-loaded plunger enters ¼″ hole in apply spring retainer. With one hand, center compensator piston over accumulator piston bore while supporting Servo apply spring and retainer as shown in lower illustration. With other hand, tighten Compressor screw while guiding compensator piston into bore, BEING CAREFUL NOT TO DAMAGE COMPENSATOR PISTON RING. Continue to tighten screw, compressing Servo apply spring, until Servo attaching bolts can be started in Servo body. Tighten both bolts securely, back off Compressor screw, and remove assembled Servo from Compressor frame. Tool is also used for assembling can-type (no ring) compensator piston into Servo.

OPEN-TYPE SNAP RING REMOVER AT-82

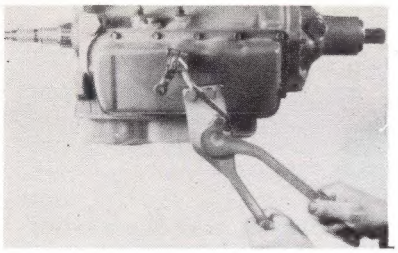
For all 1946-55 HYDRA-MATIC transmissions. Used as shown in illustration, tool removes any size open-type snap ring quickly and easily without damaging shaft and without requiring careful positioning of the Snap Ring Remover.



AT-61
External
Snap Ring Plier
Complete with
3 Sets of Reversible Tips

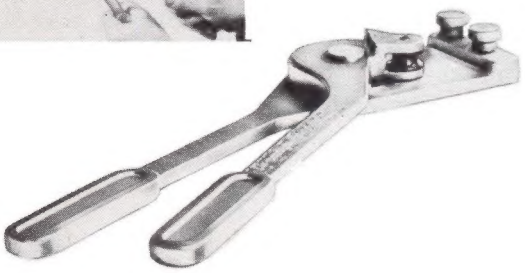


AT-60
Internal
Snap Ring Plier
Complete with 3 Sets
of Reversible Tips



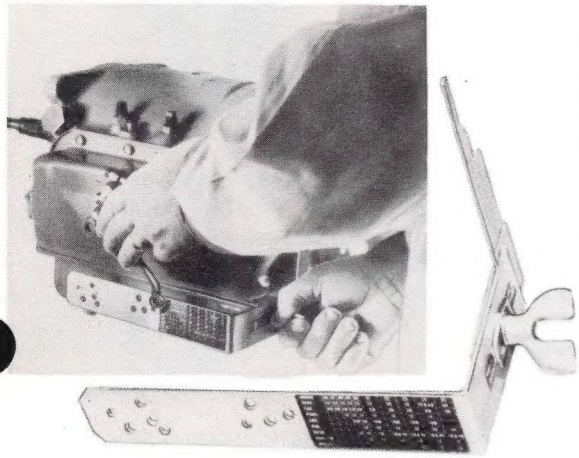
UNIVERSAL THROTTLE ARM BENDER AT-5

For all 1946-55 HYDRAMATIC transmissions except 1955 Pontiac and 1956-59 Olds. The Universal Throttle Arm Bender is used during adjustment of throttle linkage to adjust position of transmission outer throttle arm, insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Four-position slip joint permits adjustment of Tool for bending any HYDRAMATIC throttle arm.



To adjust Outer Throttle Arm: To bend throttle arm toward rear of transmission, place Bender with lugs facing away from transmission side cover and engage throttle arm as shown in illustration. Bend arm by pressing Tool handles firmly together. To bend throttle arm in opposite direction, position Bender so lugs face transmission side cover. Throttle arm should be bent only far enough to align hole in arm with correct hole in Universal Throttle Arm Gauge.

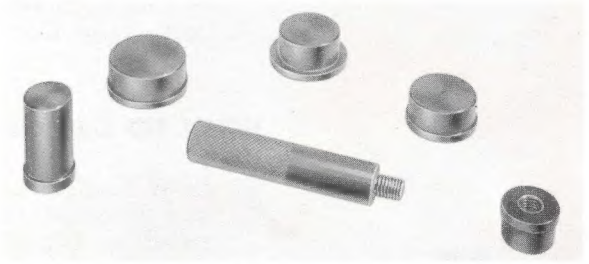
UNIVERSAL THROTTLE ARM GAUGE AT-21



For all 1946-55 HYDRAMATIC transmissions. Gauge is used during adjustment of throttle linkage to check outer throttle arm for precise position (front to rear and left to right) insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range.

To check alignment of Throttle Arm: Refer to Gauge Index to determine proper Gauge setting for make and year of car. Loosen wing nut and set Gauge at correct letter position. Hold vertical arm of Gauge against machined surface of transmission case, keeping flat edge of arm firmly against shoulder of transmission side cover as shown in illustration. Rotate throttle arm back to stop position. Hole in throttle arm should then be directly over numbered Linkage Gauge hole specified by Gauge Index, and arm should rest snugly against outer surface of Gauge. If holes do not coincide, throttle arm must be bent, using Universal Throttle Arm Bender, until holes align properly.

BUSHING REMOVER AND INSTALLER SET AT-93



AT-93	Set, complete with Metal Box, Driver and 5 Adapters
AT-93-1	Adapter: Front Pump Bushing
AT-93-2	Adapter: Rear Clutch Drum Bushing
AT-93-3	Adapter: Oil Delivery Sleeve Bushing
AT-93-4	Adapter: Front Drum Bushing
AT-93-5	Adapter: Reverse Internal Gear Bushing
AT-93-6	Driver

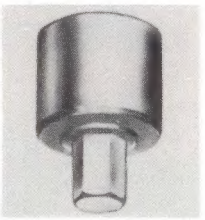
For all 1946-55 HYDRA-MATIC transmissions. The Bushing Remover and Installer Set is used as illustrated to replace worn bronze and babbitt bushings quickly and easily. It saves time and money by eliminating the need to replace costly transmission components simply to remedy bushing wear. Carefully engineered and precision made, these useful Tools provide the accurate fit that prevents damage to bushings during removal and installation.

ADJUSTING TOOL AT-51

For Dynaflow band adjustments on all 1948-1959 Buicks, and Powerglide band adjustments on all 1950-1953 Chevrolets; this practical Adjusting Tool makes accurate adjustment easy.

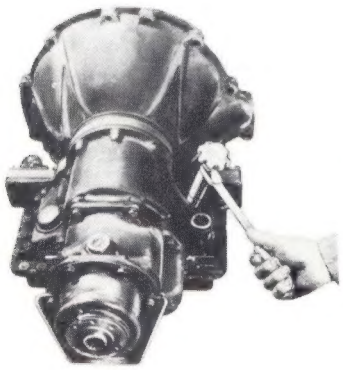
Rugged construction assures years of trouble-free service. Sturdy, forged handle with comfortable hand-hugging grip. Outer 12-point Socket for gripping adjusting-screw lock nut. Finger-grip Adjustment Knob with pointer, and inner blade for setting adjusting screw.

AT-6 HEX ADAPTER FOR 53-58 CHEVROLETS



Easily attaches to AT-51 for adjustment of 1953-59 Chevrolet transmissions.

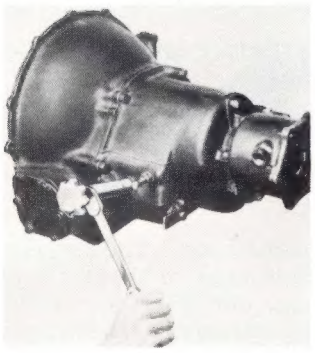
FOR USE ON DYNAFLOW TRANSMISSIONS



For 1948-1950 models, remove front floor mat, floorboard access cover and band adjustment covers, exposing band-adjusting screws. For 1951-1955 models, transmission must be removed from car for band adjustment. The same procedure is used to adjust Low Band and Reverse Band.

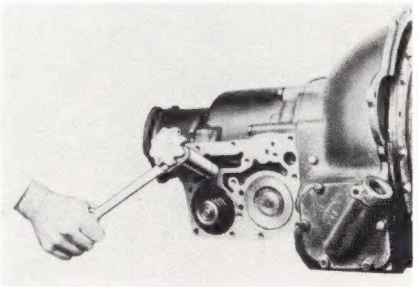
1. Place Outer Socket of Band Adjusting Tool over adjusting-screw lock nut. Engage adjusting screw by slowly rotating Adjustment Knob until Blade is seated (Fig. 1).
2. Holding Adjustment Knob stationary, loosen lock nut by turning Wrench Handle in counter-clockwise direction.
3. Turn Adjustment Knob in clockwise direction, tightening adjusting screw, until slight resistance is felt. Then back off 6 turns by turning Adjustment Knob in counter-clockwise direction.
4. Holding Adjustment Knob stationary, tighten lock nut.
5. Replace band-adjusting cover (using new gasket), floorboard access cover and floor mat.

HOW TO USE ON POWERGLIDE TRANSMISSION



LOW BAND: Remove adjustment cover and place Adjusting Tool over lock nut, twisting Adjustment Knob to engage adjusting screw (Fig. 2). Loosen lock nut, then slowly tighten adjusting screw until strong resistance is felt. Back off 3 complete turns by turning Adjustment Knob in a counter-clockwise direction. Holding Adjustment Knob stationary, tighten lock nut. Replace adjustment cover.

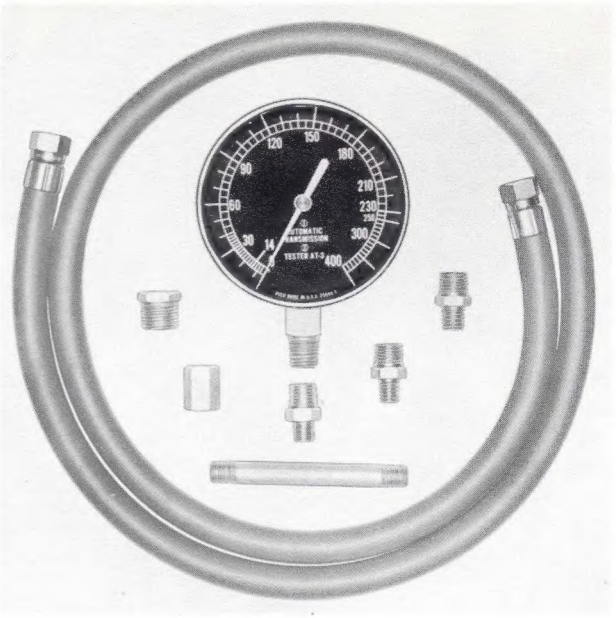
REVERSE BAND: Remove Servo cover. Place Adjusting Tool over lock nut and engage adjusting screw (Fig. 3). Loosen lock nut, then tighten adjusting screw until strong resistance is felt. Back off 2¾ turns by turning Adjustment Knob in a counter-clockwise direction. Tighten lock nut and replace Servo cover.



OIL PRESSURE GAUGE – POWERFLITE

OIL PRESSURE GAUGE AT-3

For all automatic transmissions. Proper operation of the HYDRA-MATIC and other automatic transmissions is dependent upon correct oil pressure at all operating speeds in all driving ranges and under all driving conditions. The Gauge is used to determine whether oil pressures are within car manufacturers' specifications and as an aid to diagnosing various transmission troubles. Also for checking the pressure in air-suspension systems. Reading up to 300 lbs. pressure, this Gauge has a 3½" face with graduations for easier reading and incorporates a damper to absorb minor pressure surges, providing greater accuracy and preventing damage to Gauge. The 14 lbs. calibration is specially marked to check the governor pressure on Chrysler Corp. cars. Complete with adapters and fittings for all automatic transmissions, 4' flexible hose and quick-change coupling to facilitate installation. Gauge is durable and accurate, provides large capacity for a variety of tests.



KICKDOWN BAND ADJUSTING TOOL AT-56

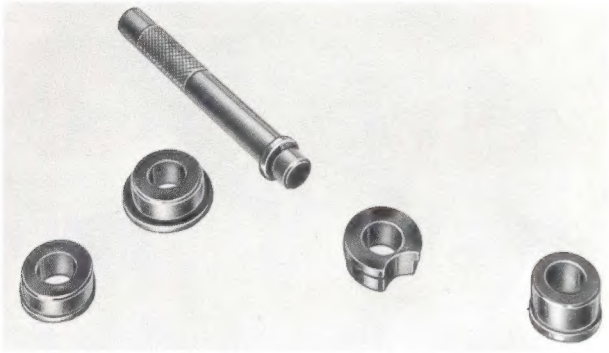
For all POWERFLITE and TORQUE-FLITE transmissions. Tool may be used with transmission in or out of car—does not require removal of floorboard or access cover. Torque mechanism is pre-set to adjust Kickdown Band in accordance with manufacturer's specifications. To adjust Kickdown Band: Loosen adjusting screw lock nut. Using the Kickdown Band Adjusting Tool, tighten adjusting screw until torque mechanism overruns. Mark position of adjusting screw on transmission case. Using an open end wrench, back off adjusting screw exactly 3 turns. Tighten lock nut, being careful not to turn adjusting screw.

REVERSE BAND ADJUSTING TOOL AT-55

For all POWERFLITE transmissions. This time-saving Adjustment Tool can be used with transmission in or out of car. Trouble-free torque mechanism is pre-set at proper tension, automatically adjusts Reverse Band to manufacturer's specifications. To adjust Reverse Band: Loosen adjusting screw lock nut. Using the Reverse Band Adjusting Tool, tighten adjusting screw until torque mechanism overruns. Then back off 10 complete turns. Tighten lock nut securely, being careful not to turn adjusting screw.

POWERGLIDE BUSHING REMOVER

BUSHING REMOVER AND INSTALLER SET FOR POWERGLIDE TRANSMISSIONS AT-91

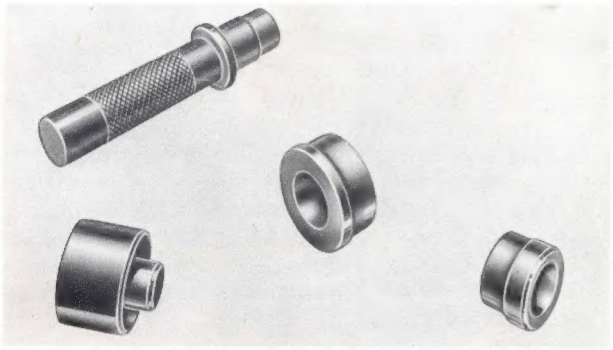


Set Comes Complete In Metal Box

Worn bronze and babbitt bushings can be replaced quickly and easily, without damage to bushings, with the carefully engineered, precision-made Tools. This Set saves time and money by eliminating the need to replace complete transmission components when bushing wear is the only problem.

AT-91	Set, complete with Driver and 4 Adapters	1 Set
AT-91-1	Driver Handle	1
AT-91-2	Adapter: Transmission Case Rear Bushing Remover	1
AT-91-3	Adapter: Transmission Case Rear Bushing Installer	1
AT-91-4	Adapter: Clutch Bushing	1
AT-91-5	Adapter: Front Pump Bushing	1

BUSHING REMOVER AND INSTALLER SET FOR DYNAFLOW TRANSMISSIONS AT-92

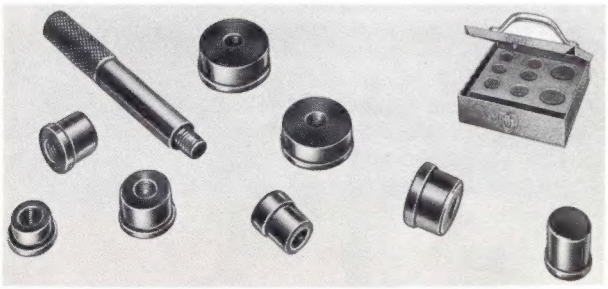


Set Comes Complete In Metal Box

Worn bronze and babbitt bushings can be replaced quickly and easily, without damage to bushings, with the carefully engineered, precision-made Tools. This Set saves time and money by eliminating the need to replace complete transmission components when bushing wear is the only problem.

AT-92	Set, complete with Drive and 3 Adapters	1 Set
AT-92-1	Driver Handle: Also used as Rear Extension Housing Bushing Driver	1
AT-92-2	Adapter: Transmission Case Bushing	1
AT-92-3	Adapter: Front Pump Bushing	1
AT-92-4	Adapter: Reaction Flange Bushing	1

BUSHING REMOVER AND INSTALLER SET FOR FORDOMATIC AND MERCOMATIC TRANSMISSIONS AT-94



Set Comes Complete In Metal Box

AT-94	Set, complete with Driver and 8 Adapters	1 Set
AT-94-1	Adapter (Rear pump bushing)	1
AT-94-2	Driver Handle	1
AT-94-3	Adapter (Rear clutch sun Gear)	1
AT-94-4	Adapter (Rear clutch sun Gear)	1
AT-94-5	Adapter (Rear clutch sun Gear)	1
AT-94-6	Adapter (Pinion Carrier)	1
AT-94-7	Adapter (Output Shaft)	1
AT-94-8	Adapter (Front Pump Bushing)	1
AT-94-9	Adapter (Case Bushing)	1

Herbrand Tools — HERBRAND DIVISION, THE BINGHAM-HERBRAND CORP.
FREMONT, OHIO

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